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CLASSIFICATION <u>SECRET</u>		- U.S. OFFICIALS ONLY	
COUNTRY	East Germany		
REPORT			
TOPIC	Brandenburg-Industrieafen Airfield		
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EVALUATION		PLACE OBTAINED	
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DATE OF CONTENT			
DATE OBTAINED	DATE PREPARED 4 October 1954		
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	
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REMARKS	This is UNEVALUATED Information		
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1. Between 2 August and 14 September 1954, air force officers Kazavitski and Nesnamov were repeatedly observed with the Soviet headquarters located in the Infanterie Kaserne in Brandenburg. Kazavitski was commanding officer of Unit [] while Nesnamov was the commanding officer of an unidentified air force unit. Several officers including colonels who wore golden or silver epaulets were also seen at the headquarters building. The personnel strength of their headquarters estimated at at least 100 EM, most of them young air force soldiers. The Soviet civilians seen at the headquarters building appeared to be engineers. The air force headquarters located at the Infanterie Kaserne was equipped with about 30 motor vehicles including trucks [] No storage facilities for equipment were observed in the billeting area. No shipments of equipment were noted ei her. 1

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It was learned that the unit commanded by Anisimov []

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2. Between 20 August and 7 September, the Infanterie Kaserne in Brandenburg continued to be occupied by an estimated 400 air force soldiers. Soviet dependents were also seen in the billeting area. No activities were observed except for occasional driving school practices.

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3. On the morning of 31 August, individual flights were made at Brandenburg-Industrieafen airfield. The weather was clear but slightly hazy. At 1350, 12 IL-10s took off and headed southeast in squadron formation. At 1410, another 12 IL-10s took off, headed in the same direction.

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At 1455, a formation of 12 Il-10s, probably the group of planes which had taken off at 1350, landed.

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At 1515, the second formation of 12 Il-10s returned and landed in groups of 2 in the following order:

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At 1300 on 1 September, 8 Il-10s were observed taking off individually in rapid succession. They subsequently circled over Briest airfield and practiced diving. They later landed at Brandenburg-Industrie-hafen airfield. At 1840, 6 additional Il-10s took off. They also flew circles over Briest but subsequently landed at Briest airfield.

Between 1700 and 1800 on 9 September, 8 Il-10s were seen aloft. 3

4. On 3 September, from two thirds to three quarters of the windows of the billeting buildings in the northwestern corner of the Pionier Kaserne in Brandenburg were lighted. Observation cabins which were lighted were seen on two buildings.

5. The following air activity was observed between 31 August and 9 September:

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31 August. Il-10s practiced individual flying at Brandenburg-Industrie-hafen airfield. Usually 3 Il-10s were seen aloft at the same time. About 1300, Il-10s took off in groups of 3 and subsequently made local flights in flight formation. They again landed in groups of 3 at 1410. Formation flying continued in the afternoon. At 1700, 19 Il-10s were seen parked in front of hangar No 17 and in front of the hangars at the southern edge of the airfield. About 1730, the latter group of planes were towed to the hangars.

1 September. In the early morning, individual flights were made in clear weather. After 1800, formation flying and diving attacks at Briest airfield were observed. After about 2000, Po-2s practiced individual flying.

2 September. There was intensive individual flying in the morning. Between 1700 and 1900, Il-10s which were flying in a large circle made low-level attacks at Briest airfield

3 September. Two Il-10s and 1 Po-2 practiced individual flying between 0800 and 0900. At 1430, 3 formations of 12 Il-10s each flew over the town of Brandenburg. About 1530, 36 Il-10s flying in 3 formations were again observed aloft. They subsequently landed at Brandenburg-Industrie-hafen airfield. An hour later, another 36 Il-10s

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were seen flying in formation. At 1800, 17 Il-10s were observed parked near the southern edge of the field. and 25 Il-10s near the hangars.

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4 September. Il-10s practiced individual flying in the morning, while Il-10s and Po-2s flew individually in the late afternoon.

5 September. No air activity was observed.

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6 September. Individual flying was practiced until after dark.

7 September. Po-2s were observed flying in the evening.

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8 September. Between 0800 and 0900 and between 1500 and 1600, local flights were made.

9 September. Fourteen Il-10s were counted at the southern edge of the field and 19 in dispersal areas. There was intensive air activity from 1000 until 1300. 3

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1. Comment. Lieutenant Colonel Kazavitski (fnu) is the commanding officer of the OATB at Brandenburg-Briest. Major Nesnamov (fnu) probably is commanding officer of the OATB at Brandenburg-Industrieafen airfield. It appears that the headquarters observed at the Infanterie Kaserne is the headquarters of the Technical Division (ATD) of the ground attack corps. Commanding officer of this headquarters is Colonel Zakharov (fnu).

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2. Comment. Major Anisimov (fnu) is commanding officer of an anti-aircraft unit stationed at the Brandenburg-Industrieafen airfield. He may also be responsible for the anti-aircraft protection at Brandenburg-Briest and Stendal airfields.

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3. Comment. The air activity of this ground attack regiment as stated in the present report indicates that special stress was laid on formation flying, probably in connection with the imminent fall maneuvers. The ground attack regiment stationed at the field is believed to be equipped with 45 Il-10s.

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